

### SAILING DIRECTIONS CORRECTIONS

**PUB 120                      2 Ed 2001                      LAST NM 4/03**

Page 29—Lines 16 to 17/R; read:

The Time Zone description for the E coast of Australia is KILO (-10). Daylight Savings Time (LIMA (-11)) is maintained, as follows:

1. Victoria, New South Wales, and the Australian Capital Territory—From the last Sunday in October until the Saturday before the last Sunday in March.
2. Queensland and Whitsunday Island—Daylight Savings Time is not observed.
3. Tasmania—From the beginning of October until the Saturday before the last Sunday in March; the exact changeover date to start Daylight Savings Time should be obtained from local authorities.

(BA NM 44/02, Section VI) 6/03

Page 51—Lines 44 to 45/R; read:

The Time Zone description for the W coast of Canada is UNIFORM (+8). Daylight Savings Time (TANGO (+7)) is maintained from the first Sunday in April until the Saturday before the last Sunday in October.

(BA NP 282) 6/03

Page 58—Line 42/R; read:

The Time Zone description for mainland Chile and the Archipelago de Juan Fernandez is QUEBEC (+4). Daylight Savings Time (PAPA (+3)) is maintained from the middle of October to the middle of March; the exact changeover dates should be obtained from local authorities.

The Time Zone description for Isla de Pasqua (Easter Island) is SIERRA (+6). Daylight Savings Time (ROMEO (+5)) is maintained from the middle of October to the middle of March; the exact changeover dates should be obtained from local authorities.

(BA NP 282) 6/03

Page 71—Line 7/L; insert after:

**Pilotage** **71**  
(NIMA) 6/03

Page 71—Line 17/R; insert after:

#### **Pilotage**

Pilotage is compulsory at all ports for vessels exceeding 250 nrt.

The vessel's ETA should be sent 48 hours and 12 hours in advance through the agent. Any delay in the ETA should be sent at least 6 hours in advance.

(BA NP 286(5)) 6/03

Page 72—Line 2/R; read:

The Time Zone description is ROMEO (+5). Daylight Savings Time is not observed.

(BA NP 282) 6/03

Page 74—Lines 2 to 3/R; read:

The Time Zone description is WHISKEY (+10). Daylight Savings Time is not observed.

(BA NP 282) 6/03

Page 78—Line 15/R; read:

The Time Zone description for mainland Ecuador is ROMEO (+5). Daylight Savings Time is not observed.

The Time Zone description for Archipelago de Colon (Galapagos Islands) is SIERRA (+6). Daylight Savings Time is not observed.

(BA NP 282) 6/03

Page 85—Lines 20 to 22/R; read:

The Federated States of Micronesia is covered by several Time Zones, as follows:

1. Palau Island—The Time Zone description is INDIA (-9). Daylight Savings Time is not observed.

2. Yap Island and Truk Island—The Time Zone description is KILO (-10). Daylight Savings Time is not observed.

3. Pohnpei Island, Pingelap Island, and Kosrae Island—The Time Zone description is LIMA (-11). Daylight Savings Time is not observed.

(BA NP 282) 6/03

Page 91—Line 25/R; read:

The Time Zone description is SIERRA (+6). Daylight Savings Time is not observed.

(BA NP 282) 6/03

Page 128—Line 42/R; read:

The Time Zone description is MIKE (-12), except for Ebon Atoll, where the Time Zone description is YANKEE (+12). Daylight Savings Time is not observed.

(BA NP 282) 6/03

Page 130—Lines 28 to 29/R; read:

The W coast of Mexico is covered by several time zones. Information is given in the accompanying table.

(NIMA) 6/03

Page 130—Line 29/R; insert after:

New table titled **West Coast of Mexico—Time Zones** from back of this Subsection.

(BA NM 12/02, Section VI) 6/03

Page 148—Line 51/R; read:

The Time Zone description is MIKE (-12). Daylight Savings Time (Zone Description -13) is maintained from the first Sunday in October until the Saturday before the third Sunday in March.

The Time Zone description for the Kermadec Islands is MIKE (-12). Daylight Savings Time is not observed.

**PUB 120 (Continued)**

The observed Standard Time for Chatham Island is 12 hours 45 minutes fast of UT(GMT). Daylight Savings Time (13 hours 45 minutes fast of UT(GMT)) is maintained from the first Sunday in October until the Saturday before the third Sunday in March.

(BA NP 282) 6/03

Page 171—Line 19/L; insert after:

The Time Zone description is WHISKEY (+10). Daylight Savings Time is not observed.

(BA NP 282) 6/03

Page 171—Line 3/R; insert after:

The Time Zone description is WHISKEY (+10). Daylight Savings Time is not observed.

(BA NP 282) 6/03

Page 171—Line 56/R; insert after:

The Time Zone description is MIKE (-12). Daylight Savings Time is not observed.

(BA NP 282) 6/03

Page 192—Line 2/R; read:

The Time Zone description is HOTEL (+8). Daylight Savings Time is not observed.

(BA NP 282) 6/03

Page 202—Lines 49 to 50/R; read:

The boundaries between the Time Zones covering the E coast of Russia are irregular; the principal towns in each zone are listed in the accompanying table. Daylight Savings Time is observed from the last Sunday in March until the Saturday before the last Sunday in October.

(BA NP 282) 6/03

Page 202—Line 50/R; insert after:

New table titled **East Coast of Russia—Time Zones** from back of this Subsection.

(BA NP 282) 6/03

Page 224—Line 16/R; read:

The Time Zone description is MIKE (-13). Daylight Savings Time is not observed.

(BA NM 46/02, Section VI) 6/03

**PUB 140 2 Ed 2001 LAST NM 4/03**

Page 13—Line 17/R to Page 14—Line 13/R; read:

**Pilotage**

Pilotage is compulsory for all vessels, except naval vessels and yachts. Pilotage is available during daylight hours only. Pilots board about 2 miles ENE of St. David's Head Light, in the vicinity of Fairway Lighted Buoy.

**Regulations**

A Vessel Traffic Management System (VTMS) is in operation; it is voluntary for vessels passing within 30 miles of Bermuda and mandatory for vessels sailing for ports in Bermuda or for vessels intending to navigate within the charted Area to be Avoided.

For further information on the VTMS and the Area to be Avoided, see paragraph 1.1 of Pub. 147, Sailing Directions (Enroute) Caribbean Sea, Volume I.

Radar assistance is available, primarily for vessels having inadequately scaled charts of the area. The working channel for Bermuda Pilots is VHF channel 12.

Departure reports are mandatory 15 minutes prior to departure from any berth or anchorage and should be forwarded to Bermuda Pilots.

Quarantine regulations are strictly enforced. All vessels requesting free pratique must anchor in Saint George's Harbor and hoist International Flag Q.

Naval vessels and commercial vessels calling regularly which have received prior permission, and vessels which have been granted pratique by radio, will be visited upon berthing.

**Time Zone**

The Time Zone description is QUEBEC (+4). Daylight Savings Time (PAPA (+3)) is maintained from the first Sunday in April until the Saturday before the last Sunday in October.

(BA NP 286(5); BA NP 282) 6/03

Page 28—Lines 2 to 3/R; read:

Eastern Canada is covered by several time zones. Information is given in the accompanying table.

(NIMA) 6/03

Page 28—Line 3/R; insert after:

New table titled **Eastern Canada—Time Zones** from back of this Subsection.

(BA NP 282) 6/03

Page 33—Lines 23 to 29/R; read:

nrt.

The vessel's ETA should be sent 48 hours and 12 hours in advance through the agent. Any delay in the ETA should be sent at least 6 hours in advance.

(BA NP 286(5)) 6/03

Page 34—Line 6/R; read:

The Time Zone description is ROMEO (+5). Daylight Savings Time is not observed.

(BA NP 282) 6/03

**PUB 140 (Continued)**

Page 38—Lines 2 to 15/R; read:

cargo proceeding between Croatian ports and while in Croatian waters. Certain vessels under 500 grt may be subject to pilotage should the Harbormaster's office consider this necessary. The harbor authorities may be contacted 24 hours on VHF channel 9. The pilot associations may be contacted 24 hours on VHF channel 12.

Coastal pilotage is compulsory for all vessels carrying dangerous liquid chemicals or bulk flammable liquid gas. Vessels bound for ports open to international traffic should use coastal pilotage. Coastal pilotage should be requested 6 hours in advance.

(BA NP 286(3)) 6/03

Page 39—Line 36/R; read:

The Time Zone description is ALPHA (-1). Daylight Savings Time (BRAVO (-2)) is maintained from the Saturday before the last Sunday in March until the Saturday before the last Sunday in October.

(BA NM 9/02, Section VI) 6/03

Page 41—Line 9/L; insert after:

**Regulations** 42  
(NIMA) 6/03

Page 42—Lines 2 to 3/L; read:

Pilotage is compulsory for all foreign vessels for entry, departure, berthing, casting off, and towing. There

(BA NP 286(5)) 6/03

Page 42—Line 7/L; insert after:

**Regulations**

Vessels should send their ETA to Mambisas Habana. If another port other than Habana is the vessel's first port of call, the ETA should be sent to Mambisas (name of port).

All vessels approaching Cuban ports should contact the Port Signal Station on VHF channel 16, or by light signals, to announce their presence, nationality, and characteristics.

(BA NP 286(5)) 6/03

Page 42—Line 2/R; read:

The Time Zone description is ROMEO (+5). Daylight Savings Time (QUEBEC (+4)) is maintained from the Saturday before the last Sunday in March until the Saturday before the last Sunday in October.

(BA NM 10/02, Section VI) 6/03

Page 60—Line 2/R; read:

The Time Zone description is BRAVO (-2). Daylight Savings Time (CHARLIE (-3)) is maintained from the Saturday before the last Sunday in March until the Saturday before the last Sunday in October.

(BA NM 11/02, Section VI) 6/03

Page 77—Lines 23 to 37/R; read:

|         |  |
|---------|--|
| ALFA    | Vessel's name, nationality, call sign, and MMSI number   |
| BRAVO   | Date and time UT(GMT), suffixed ZULU (6 figures DD/HH/MM)  |
| CHARLIE | Position (latitude/longitude)  |
| ECHO    | Course   |
| FOXTROT | Speed  |
| GOLF    | Port of origin   |
| HOTEL   | Date and time UT(GMT) and point of entry into French territorial waters or date and time UT(GMT) and French port of departure                              |
| INDIA   | Destination  |
| KILO    | Date and time UT(GMT) and point of departure from French territorial waters or date and time UT(GMT) of arrival in French port, anchorage, or waiting area |

(BA NP 286(3)) 6/03

Page 78—Line 3/L; read:

technical description, reference numbers (ONU), if the  
(BA NP 286(3)) 6/03

Page 78—Lines 14 to 15/L; read:

**Message Format for Indicating Defect, Damage, or Accident at Sea by Vessel Involved when within 50 Miles of the French Coast**

(NIMA) 6/03

Page 78—Lines 18 to 33/L; read:

|         |  |
|---------|--|
| ALFA    | Vessel's name, nationality, call sign, and MMSI number   |
| BRAVO   | Date and time UT(GMT), suffixed ZULU (6 figures DD/HH/MM)  |
| CHARLIE | Position (latitude/longitude)  |
| ECHO    | Course   |
| FOXTROT | Speed  |
| GOLF    | Port of origin   |
| HOTEL   | Date and time UT(GMT) and point of entry into French territorial waters or date and time UT(GMT) and French port of departure                              |
| INDIA   | Destination  |
| KILO    | Date and time UT(GMT) and point of departure from French territorial waters or date and time UT(GMT) of arrival in French port, anchorage, or waiting area |

(BA NP 286(3)) 6/03

**PUB 140 (Continued)**

Page 78—Lines 52 to 56/L; read:

ALFA Vessel's name, nationality, call sign, and  
MMSI number of assisting vessel

BRAVO Date and time UT(GMT), suffixed  
ZULU

CHARLIE Position of assisting vessel (latitude/  
longitude)

(BA NP 286(3)) 6/03

Page 80—Line 32/R; read:

The Time Zone description is ALPHA (-1). Daylight Savings Time (BRAVO (-2)) is maintained from the last Sunday in March until the Saturday before the last Sunday in October.

(BA NP 282) 6/03

Page 116—Line 35/R; read:

The Time Zone description is BRAVO (-2). Daylight Savings Time (CHARLIE (-3)) is maintained from the beginning of April through the end of September; the exact changeover dates should be obtained from local authorities.

(BA NP 282) 6/03

Page 133—Line 8/L; insert after:

**Regulations** **133**  
(NIMA) 6/03

Page 133—Line 14/R; insert after:

**Regulations**

In Jamaican waters, the port authorities use VHF channels 11 and 12 for pilotage and shiphandling work. Yachts and pleasure craft primarily use VHF channel 68.

(BA NP 286(5)) 6/03

Page 133—Line 16/R; read:

The Time Zone description is ROMEO (+5). Daylight Savings Time is not observed.

(BA NP 282) 6/03

Page 140—Line 21/R; strike out.

(BA NP 286(3)) 6/03

Page 140—Line 32/R; read:

The Time Zone description is BRAVO (-2). Daylight Savings Time (CHARLIE (-3)) is maintained from the end of March until the end of October; the exact changeover dates should be obtained from local authorities.

(BA NP 282) 6/03

Page 141—Line 7/L; insert after:

**Regulations** **141**  
(NIMA) 6/03

Page 141—Line 12/R; insert after;

**Regulations**

The Economic Community of West African States (ECOWAS) has declared an embargo on arms and military equipment destined for Liberia. Its monitoring group (ECOMOG) has imposed a maritime exclusion zone of 15 miles along the coast of Liberia.

The port of Monrovia is accessible. Vessels should state their ETA to ECOMOG at least 24 hours in advance, as follows:

ECOMOG  
P.O. Box 10.9033  
Monrovia, Liberia

Vessels should contact the warships maintaining the embargo upon entering the territorial waters of Liberia.

(BA NP 286(3)) 6/03

Page 141—Line 14/R; read:

The Time Zone description is ZULU. Daylight Savings Time is not observed.

(BA NP 282) 6/03

Page 145—Table; replace with below:

| Destination                    | Approach Reporting Point   |
|--------------------------------|--|
| Mina Tubruq (Mersa Tobruch)    | 32°10'N, 24°02'E.  |
| Damah (Derna)                  | 32°58'N, 22°42'E.  |
| Banghazi (Bengasi)             | 32°20'N, 20°06'E.<br>32°17'N, 19°53'E.<br>32°09'N, 19°49'E.<br>32°03'N, 19°50'E. |
| Az Zuwaytinah Oil Terminal     | 32°43'N, 19°06'E.  |
| Marsa al Burayqah Oil Terminal | 32°43'N, 19°06'E.  |
| Ras Lanuf Oil Terminal         | 32°43'N, 19°06'E.  |
| Qasr Ahmed                     | 32°34'N, 15°16'E.  |
| Tarabulus (Tripoli)            | 33°05'N, 13°19'E.<br>33°07'N, 13°10'E.<br>33°05'N, 13°04'E.<br>33°00'N, 12°58'E. |
| Zuwarah (Zuara)                | 33°03'N, 12°15'E.  |

(BA NP 286(3)) 6/03

Page 145—Line 22/R; read:

The Time Zone description is ALPHA (-1). Daylight Savings Time is not observed.

(BA NP 282) 6/03

Page 147—Line 25/R; read:

The Time Zone description is BRAVO (-2). Daylight Savings Time (CHARLIE (-3)) is maintained from the Saturday

**PUB 140 (Continued)**

before the last Sunday in March until the Saturday before the last Sunday in October.

(BA NP 282; BA NM 1/03, Section VI) 6/03

Page 149—Line 9/L; insert after:

**Regulations** 150  
(NIMA) 6/03

Page 150—Line 41/L; read:

**Regulations**

No commercial vessels or vessels with an loa of over 50m may pass through the channels between Malta and Ghawdex (Gozo). Commercial vessels are also prohibited from entering the Secca Munxar restricted area. In cases of emergency, permission to enter can be obtained through Valleta Port Control on VHF channel 16 or 12.

All vessels bound for Malta must make an initial VHF contact with Valleta Port Control as soon as possible.

(BA NP 286(3)) 6/03

Page 150—Line 44/R; read:

The Time Zone description is ALPHA (-1). Daylight Savings Time is maintained from the last Sunday in March until the Saturday before the last Sunday in October.

(BA NP 282) 6/03

Page 154—Line 19/R; read:

The Time Zone description is SIERRA (+6). Daylight Savings Time (ROMEO (+5)) is maintained from the first Sunday in April until the last Sunday in October.

(BA NM 12/02, Section VI) 6/03

Page 182—Line 13/R; read:

The Time Zone description for mainland Portugal is ZULU. Daylight Savings Time (ALPHA (-1)) is observed from the last Sunday in March until the Saturday before the last Sunday in October.

The Time Zone description for the Azores is NOVEMBER (+1). Daylight Savings Time (ZULU) is observed from the last Sunday in March until the Saturday before the last Sunday in October.

The Time Zone description for Madeira is ZULU. Daylight Savings Time (ALPHA (-1)) is observed from the last Sunday in March until the Saturday before the last Sunday in October.

(BA NP 282) 6/03

Page 208—Line 7/R; read:

The Time Zone description is ALPHA (-1). Daylight Savings Time (BRAVO (-2)) is maintained from the last Sunday in March until the last Sunday in October.

(BA NP 282; BA NM 17/02, Section VI) 6/03

Page 209—Line 17/R; read:

Vessels calling at Syrian ports should contact the appropriate

(NIMA) 6/03

Page 210—Line 2/R; read:

The Time Zone description is BRAVO (-2). Daylight Savings Time (CHARLIE (-3)) is maintained from April 1 until October 31 each year.

(BA NM 44/02, Section VI) 6/03

**PUB 160 2 Ed 2002 LAST NM 52/02**

Page IV—Lines 15 to 16/R; read:

[http://www.odci.gov/cia/publications/factbook/reference\\_maps/pdf/time\\_zones.pdf](http://www.odci.gov/cia/publications/factbook/reference_maps/pdf/time_zones.pdf)

(NIMA) 6/03

Page 2, 7, 27, 34, 36, 38, 46, 48, 50, 52, 54, 56, 58, 61, 64, 66, 69, 73, 76, 78, 80, 94, 105, 108, 112, 115, 118, 120, 122, 124, 126, 129, 132, 134, 136, 138, 141, 145, 150, 152, 154, 156, 159, 162, 166, 172, 183, 192, 194, 196, 198, 200, 202, 204, 208, and 210—Table titled **World Time Zone Chart**; replace with below:

|  |
|--|
| <p align="center"><b>World Time Zone Chart</b></p> <p align="center"><a href="http://www.odci.gov/cia/publications/factbook/reference_maps/pdf/time_zones.pdf">http://www.odci.gov/cia/publications/factbook/reference_maps/pdf/time_zones.pdf</a></p> |
|--|

(NIMA) 6/03

Page 20—Line 14/R; insert after:

The observed Standard Time is 6 hours 30 minutes fast of UT (GMT). Daylight Savings Time is not observed.

(BA NP 282) 6/03

Page 20—Line 22/R; insert after:

The Time Zone description is GOLF (-7). Daylight Savings Time is not observed.

(BA NP 282) 6/03

Page 46—Line 5/R; insert after:

6. Archipelago de Fernando de Noronha and Ilha da Trindade—The Time Zone description is OSCAR (+2). Daylight Savings Time is not observed.

(BA NP 282) 6/03

Page 88—Line 17/R; insert after:

**The Laccadive Islands**

The **Laccadive Islands** (10°00'N., 72°30'E.), meaning the hundred thousand islands, consist of a group of coral atolls lying between 115 and 215 miles off the SW coast of India; several detached shoals and banks lie off the islands.

The islands are divided into two groups, N and S, separated approximately by the parallel of 11°N. The N group is known as the Amindivi Islands. The S group is known as the Cannanore Islands.

Each of these islands lies on extensive coral shoals and no parts of these formations are more than about 4m high. As these islets and islands are low, with coconut trees only 18 to 24m high and not discernible for any great distance, they

**PUB 160 (Continued)**

should be avoided. There are, however, some wide and deep channels between them.

The observed Standard Time is 5 hours 30 minutes fast of UT(GMT). Daylight Savings Time is not observed.

(NIMA Pub. 173; BA NP 282) 6/03

Page 175—Line 19/R; insert after:

Shark nets made of polyethylene rope and twine, marked by orange and yellow buoys, may be encountered in depths of approximately 15m around the S and E coasts of South Africa. These nets may or may not be charted. Vessels on passage are advised to remain at least 1 mile offshore in order to avoid them.

(BA NM 1/03, Section IV) 6/03

**PUB 180 3 Ed 2002 LAST NM 50/02**

Page 52, 68, 80, 89, and 111—Table titled **World Time Zone Chart**; replace with below:

**World Time Zone Chart**  
[http://www.odci.gov/cia/publications/factbook/  
 reference\\_maps/pdf/time\\_zones.pdf](http://www.odci.gov/cia/publications/factbook/reference_maps/pdf/time_zones.pdf)

(NIMA) 6/03

**PUB 192 7 Ed 2000 LAST NM 5/03**

Page 129—Line 14/R; read:  
 rate of 1.2 knots.

**Pilotage.**—For rules and regulations concerning the pilotage of large vessels (including tankers and bulk carriers) navigating in the German Bight (Inner Deutsche Bucht) and proceeding to the Ems, Jade, Weser, or Elbe, see Pilotage under Approach Routes to German Bight.

For pilotage rules and procedures concerning all other vessels navigating in the German Bight and proceeding to the Ems, Jade, Weser, or Elbe, see Pilotage under the description of each individual estuary.

**Regulations.**—Below are extracts from the Traffic Regulations applying to all German waterways which are of particular significance to the waters described in this Sector.

Extraordinary large vessels are those exceeding the normal maximum dimensions (length, beam, and draft) which have been announced for entry into a waterway. Such vessels require a special permit from the local authorities prior to entering. For more information, see Regulations under the description of each river.

The starboard side of the fairway is that which is on the starboard side of a vessel when entering from seaward. Where a fairway connects two parts of the sea or two bodies of water separated from one another by shallows, the starboard side of the fairway is deemed to be on that side of the fairway which a vessel arriving from the W (any direction from S to N through W) passes on its starboard side. Where doubt may exist, due to the tortuous nature of a channel, the N most entrance into such a fairway is to be used as the means for determining the starboard side of the fairway.

Generally, vessels should navigate on the right side of the fairways. In specified places within the waterways, certain

vessels, with permission, are authorized to navigate on the left side. Overtaking is normally carried out on the left side.

(BA NP 55; NIMA) 6/03

Page 130—Lines 20 to 28/L; read:

recommended by the IMO as a two-way route for the following vessels:

1. Tankers of 10,000 grt and over transporting oils listed in Annex I of Marpol 73/78.
2. Vessels of 5,000 grt and over transporting noxious liquid substances in bulk listed as Categories A or B in Annex II of Marpol 73/78.
3. Vessels of 10,000 grt and over transporting noxious liquid substances in bulk listed as Categories C or D in Annex II of Marpol 73/78.
4. Vessels of 10,000 grt and over transporting liquified gases in bulk.

The IMO recommends that the Off Brown Ridge TSS, West Freisland TSS, and German Bight Western Approach TSS should be used by these vessels in continuation with the two-way route.

The IMO recommends that the above vessels should not use the Texel TSS, the Off Vlieland TSS, nor the Off Ter-schelling—German Bight TSS.

In addition, such vessels should avoid the sea area lying between the mandatory route and the Frisian Islands, except when joining or leaving the route at the nearest point to the port of destination.

The above vessels must use the mandatory route, or part of it, under the following circumstances:

1. When sailing from Noord Hinder (51°57'N., 2°53'E.) to the Baltic Sea or to North Sea ports in Norway, Sweden, Denmark, Germany, or the Netherlands, N of latitude 53°N.
2. When sailing between North Sea ports in the Netherlands and/or Germany.
3. When sailing between the United Kingdom or Continental North Sea ports S of latitude 53°N and ports in Scandinavia or the Baltic Sea.
4. When sailing between Noord Hinder, the United Kingdom, or Continental North Sea ports S of latitude 53°N and oil loading facilities (offshore or shore-based) in the North Sea area. However, this does not apply to vessels sailing between ports on the E coast of the United Kingdom, including Orkney and the Shetland Islands.

Vessels which cannot safely navigate the mandatory route because of their draft are exempted from the requirement to use the S part of it. Such vessels are strongly recommended to use the W branch of the Deep Water Route and proceed via the DR1 Lighted Buoy and the Off Botney Ground TSS.

(BA NP 55) 6/03

Page 130—Lines 31 to 57/L; read:

Germany has promulgated regulations pertaining to vessels navigating in an area extension to its territorial sea located within the German Bight (Deutsche Bucht). This area

**PUB 192 (Continued)**

extension lies in the vicinity of the Jade Approach TSS and may best be seen on the chart.

Deep-draft vessels constrained by the tide in the waterways into which they are proceeding are deemed to be right-of-way vessels when navigating inbound on the routes leading between the GB Lightfloat (54°11'N., 7°26'E.), or the deep water anchorage located close S of the lightfloat, and the Rivers Jade, Weser, or Elbe.

In this case, a right-of-way vessel is defined as “a vessel restricted in her ability to maneuver” as per Rule 3(g) of the International Regulations for Preventing Collisions at Sea. Such vessels should display the appropriate lights and signals as per Rule 27(b).

In practice, this regulation applies especially to vessels proceeding E within the Off Terschelling—German Bight TSS. Such vessels must not in any way impede those large ships, especially tankers, which are heading from the German Bight Western Approach TSS towards the Jade, Weser, or Elbe river entrances.

(BA NP 55)

6/03

Page 137—Lines 43 to 53/L; read:

**Anchorage.**—Borkum Reede (53°33'N., 6°41'E.), a designated anchorage area, lies on the S side of the main fairway in Randzelgat and has depths of 15 to 19m.

Vessels with drafts suitable to enter Osterems may anchor in depths of 13 to 18m within an area lying on the N side of Borkum, in Voorentief.

A large designated anchorage area lies in Alte Ems (53°30'N., 6°45'E.) and has depths of 10 to 13m. The NW section, known as Alte Ems Reede, is a general anchorage; the central section is an explosives anchorage; and the SE section is a tanker anchorage. The SE section may be used on request by vessels other than tankers.

Dukegat Reede, a designated anchorage area, lies in the SE part of Alte Ems and has depths of 11 to 15m. It is used as a transshipment and lightening anchorage.

Due to the changeable depths in the N part of Alte Ems, vessels generally approach the anchorages in this vicinity from S via the main fairway in Randzelgat.

Gas Tanker Anchorage (53°25'N., 6°57'E.), a designated area, lies on the E side of the main fairway in Ostfriesische Gatje. It has depths of 8 to 11m and is used by gas tankers with a length less than 230m and a draft less than 7m.

The limits of the above anchorage areas are marked by buoys and may best be seen on the chart.

(BA NP 55)

6/03

**PUB 194**  
(NIMA)

**9 Ed 2002**

**NEW EDITION**

6/03

**COAST PILOT CORRECTIONS**

**COAST PILOT 2**

**31 Ed 2001**

**Change No. 26**

**LAST NM 3/03**

Page 72—Paragraph 1365, line 3 to Paragraph 1390; read:  
received and handled without mark or count.

*Certain dangerous cargo* includes any of the following:

(a) Division 1.1 or 1.2, explosive materials, as defined

in 49 CFR 173.50.

(b) Division 5.1, Oxidizing materials, or Division 1.5, blasting agents, for which a permit is required under 49 CFR 176.415, or for which a permit is required as a condition of a Research and Special Programs Administration exemption.

(c) Division 4.3, Spontaneously Combustible products in excess of 60 metric tons per vessel.

(d) Division 6.1, Poison-Inhalation Hazard, products in bulk packagings.

(e) Class 7, highway route controlled quantity radioactive material, or fissile material, controlled shipment, as defined in 49 CFR 173.403.

(f) Each cargo under Table 1 of 46 CFR part 153 when carried in bulk.

(g) Each cargo under Table 4 of 46 CFR part 154 when carried in bulk.

(h) Butylene Oxide, Chlorine, and Phosphorous, elemental when carried in bulk.

*Charterer* means the person or organization that contracts for the majority of the carrying capacity of a ship for the transportation of cargo to a stated port for a specified period. This includes “time charterers” and “voyage charterers”.

*Crewmember* means all persons carried on board the vessel to provide navigation and maintenance of the vessel, its machinery, systems, and arrangements essential for propulsion and safe navigation or to provide services for other persons on board.

(FR 10/04/01; FR 08/19/02)

6/03

Page 72—Paragraph 1397, line 4; read:

country and that is not engaged in commercial service.

*Time charterer* means the party who hires a vessel for a specific amount of time. The owner and his crew manage the vessel. But the charterer selects the port of destination.

*Voyage charterer* means the party who hires a vessel for a single voyage. The owner and his crew manage the vessel, but the charterer selects the ports of destination.

**§160.T204 Reporting of notification of arrival and Notification of departure.**

(a)(1) Until October 15, 2001, all vessels required to report the information in §160.T208, §160.T212, or §160.T214, must submit the report to the cognizant Captain of the Port (COTP).

(2) From October 15, 2001 until March 31, 2003, all vessels required to report notice of arrival and departure information in §§160.T208, 160.T212, or 160.T214, other than vessels 300 or less gross tons operating in the Seventh Coast Guard District, must submit the notice to the National Vessel Movement Center (NVMC), United States Coast Guard, 408 Coast Guard Drive, Kearneysville, W.V., 25430, by:

(i) Telephone at 1-800-708-9823;

(ii) Fax at 1-800-547-8724; or

(iii) E-mail at SANS@NVMC.USCG.gov.

Note to paragraph (a):

Information about the National Vessel Movement Center is available on its website at <http://www.nvmc.uscg.gov/>.

**COAST PILOT 2 (Continued)**

(b) Those vessels 300 or less gross tons operating in the Seventh Coast Guard District required by §160.T208, §160.T212, or §160.T214 to report notice of arrival and departure information must submit the notice to the cognizant Captain of the Port (COTP).

(FR 10/04/01; FR 08/19/02; FR 08/28/02) 6/03

Page 72—Paragraph 1399, line 7 to Page 73—Paragraph 1461; read:

protection, or national security.

**§160.207 [Suspended]****§160.T208 Notice of arrival: Vessels bound for ports or places in the United States.**

(a) The owner, agent, master, operator, or person in charge of a vessel on a voyage of 96 hours or more must submit the information under paragraph (c) of this section at least 96 hours before entering the port or place of destination.

(b) The owner, agent, master, operator, or person in charge of a vessel on a voyage of less than 96 hours must submit the information under paragraph (c) of this section prior to departing the port or place of departure, but no less than 24 hours before entering the port or place of destination.

(c) The following information must be submitted as prescribed by §160.T204:

(1) For each U.S. port of arrival, provide the names of the receiving facility, the port or place of destination, the city, and state;

(2) Estimated date and time of arrival at each port or place;

(3) Name of the vessel;

(4) Country of registry of the vessel;

(5) Call sign of the vessel;

(6) International Maritime Organization (IMO) international number or, if vessel does not have an assigned IMO international number, the official number of the vessel;

(7) Name of the registered owner of the vessel;

(8) Name of the operator of the vessel;

(9) Name of the classification society of the vessel;

(10) General description of cargo onboard the vessel (e.g.: grain, container, oil, etc.);

(11) Date of departure and name of the port from which the vessel last departed;

(12) Name and telephone number of a 24-hour point of contact for each port included in the notice of arrival;

(13) Location or position of the vessel at the time of the report;

(14) A list of crewmembers onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality;

(iv) Passport number or mariners document number; and

(v) Position or duties on the vessel;

(15) A list of persons in addition to the crew onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality; and

(iv) Passport number; and

(16) Name of the vessel's charterer.

(d) You may submit a copy of INS Form I-418 to meet the requirements of paragraphs (c)(14) and (c)(15) of this section.

(e)(1) Any changes to the information required by paragraphs (c) or (h) of this section must be reported as soon as practicable but no less than 24 hours before entering the port of destination.

(2) Any changes to the arrival time or the departure time in a submitted notice of arrival (NOA) that are less than six (6) hours need not be reported.

(3) When reporting changes, only report specific items to be corrected in the submitted NOA report. Do not resubmit the entire NOA report.

(f) International Safety Management (ISM) Code (Chapter IX of SOLAS) Notice. If you are the owner, agent, master, operator, or person in charge of a vessel that is 500 gross tons or more and engaged on a foreign voyage to the United States, you must provide the ISM Code notice described in paragraph (g) as follows:

(1) ISM Code notice beginning January 26, 1998, if your vessel is—a passenger vessel carrying more than 12 passengers, a tank vessel, a bulk freight vessel, or a high-speed freight vessel.

(2) ISM Code notice beginning January 1, 2002, if your vessel is—a freight vessel not listed in paragraph (f)(1) of this section or a self-propelled mobile offshore drilling unit (MODU).

(g) ISM Code notice includes the following:

(1) The date of issuance for the company's Document of Compliance certificate that covers the vessel.

(2) The date of issuance for the vessel's Safety Management Certificate, and,

(3) The name of the Flag Administration, or the recognized organization(s) representing the vessel flag administration, that issued those certificates.

(h) Any vessel planning to enter two or more consecutive ports or places in the United States during a single voyage may submit one consolidated Notification of Arrival at least 96 hours before entering the port or place of destination. The consolidated notice must include the port name and estimated arrival date for each destination of the voyage. Any vessel submitting a consolidated notice under this section must still meet the requirements of paragraph (e) of this section concerning changes to required information.

**§160.209 [Reserved]****§160.211 [Suspended]****§160.T212 Notice of arrival: Vessels carrying certain dangerous cargo.**

(a)(1) The owner, agent, master, operator, or person in charge of a vessel, other than a barge, carrying certain dangerous cargo that is bound for a port or place in the United States that is 96 hours or more away from the vessel's port of



**COAST PILOT 2 (Continued)**

departure must report the information in paragraph (b) of this section at least 96 hours before entering the port or place of destination; or

(2) The owner, agent, master, operator, or person in charge of a vessel, other than a barge, carrying certain dangerous cargo that is bound for a port or place in the United States that is less than 96 hours away from the vessel's port of departure must report the information in paragraph (b) of this section prior to departing the port or place of departure, but no less than 24 hours before entering the port or place of destination.

(b) The following information must be submitted as prescribed by §160.T204:

(1) For each U.S. port of arrival, provide the names of the receiving facility, the port or place of destination, the city, and state;

(2) Estimated date and time of arrival at each port or place;

(3) Name of the vessel;

(4) Country of registry of the vessel;

(5) Call sign of the vessel;

(6) International Maritime Organization (IMO) international number or, if the vessel does not have an assigned IMO international number, the official number of the vessel;

(7) Name of the registered owner of the vessel;

(8) Name of the operator of the vessel;

(9) Name of the classification society of the vessel;

(10) Date of departure and name of the port from which the vessel last departed;

(11) Name and telephone number of a 24-hour point of contact for each port included in the notice of arrival;

(12) Location or position of the vessel at the time of the report;

(13) Name of each of the certain dangerous cargoes carried;

(14) Amount of each of the certain dangerous cargoes carried;

(15) Stowage location of each of the certain dangerous cargoes carried;

(16) General description of cargo, other than dangerous cargoes, onboard the vessel;

(17) Operational condition of the equipment under §164.35 of this chapter;

(18) A list of crewmembers onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality;

(iv) Passport number or mariners document number; and

(v) Position or duties on the vessel;

(19) A list of persons in addition to the crew onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality; and

(iv) Passport number.

(20) Name of the vessel's charterer.

(c) You may submit a copy of INS Form I-418 to meet the requirements of paragraphs (b)(18) and (b)(19) of this section.

(d)(1) Any changes to the information required by paragraphs (b) or (f) of this section must be reported as soon as practicable but no less than 24 hours before entering the port of destination.

(2) Any changes to the information required by paragraph (e) of this section must be reported as soon as practicable but no less than 12 hours before entering the port of destination.

(3) Any changes to the arrival time or the departure time in a submitted notice of arrival (NOA) that are less than six (6) hours need not be reported.

(4) When reporting changes, only report specific items to be corrected in the submitted NOA report. Do not resubmit the entire NOA report.

(e) The owner, agent, master, operator or person in charge of a barge bound for a port or place in the United States carrying certain dangerous cargo shall report the information required in paragraphs (b)(1) through (b)(6) and (b)(10) through (b)(19) of this section as prescribed by §160.T204 at least 12 hours before entering that port or place.

(f) Any vessel planning to enter two or more consecutive ports or places in the United States during a single voyage may submit one consolidated Notification of Arrival at least 96 hours before entering that the first U.S. port or place of destination. The consolidated notice must include the port name and estimated arrival date for each destination of the voyage. Any vessel submitting a consolidated notice under this section must still meet the requirements of paragraphs (d) of this section concerning changes to required information.

**§160.213 [Suspended]****§160.T214 Notice of departure: Vessels carrying certain dangerous cargo.**

(a) The owner, agent, master, operator, or person in charge of a vessel, except a barge, departing from a port or place in the United States for any other port or place and carrying certain dangerous cargo, must submit a notice of departure as prescribed by §160.T204 at least 24 hours before departing, unless this notification was made within 2 hours after the vessel's arrival, of the:

(1) For each U.S. port of arrival, provide the names of the receiving facility, the port or place of destination, the city, and state;

(2) Estimated date and time of arrival at each port or place;

(3) Name of the vessel;

(4) Country of registry of the vessel;

(5) Call sign of the vessel;

(6) International Maritime Organization (IMO) international number or, if the vessel does not have an assigned IMO international number, the official number of the vessel;

(7) Name of the registered owner of the vessel;

(8) Name of the operator of the vessel;

(9) Name of the classification society of the vessel;

**COAST PILOT 2 (Continued)**

(10) Date and time of departure and name of the receiving facility, the port or place of destination, the city, and state from which the vessel last departed;

(11) Name and telephone number of a 24-hour point of contact for each port included in the notice of arrival;

(12) Location or position of the vessel at the time of the report;

(13) Name of each of the certain dangerous cargoes carried;

(14) Amount of each of the certain dangerous cargoes carried;

(15) Stowage location of each of the certain dangerous cargoes carried;

(16) General description of cargo other than dangerous cargoes, onboard the vessel;

(17) Operational condition of the equipment under §164.35 of this chapter;

(18) A list of crewmembers onboard the vessel. The list must include the following information for each person:

- (i) Full name;
- (ii) Date of birth;
- (iii) Nationality;
- (iv) Passport number or mariners document number; and
- (v) Position or duties on the vessel;

(19) A list of persons in addition to the crew onboard the vessel. The list must include the following information for each person:

- (i) Full name;
- (ii) Date of birth;
- (iii) Nationality; and
- (iv) Passport number.

(b) You may submit a copy of INS Form I-418 to meet the requirements of paragraphs (a)(18) and (a)(19) of this section.

(c)(1) Any changes to the information required by paragraph (a) of this section must be reported prior to departing.

(2) Any changes to the arrival time or the departure time in a submitted notice of departure (NOD) that are less than six (6) hours need not be reported.

(3) When reporting changes, only report specific items to be corrected in the submitted NOD report. Do not resubmit the entire NOD report.

(d) The owner, agent, master, operator, or person in charge of a barge departing from a port or place in the United States for any other port or place and carrying certain dangerous cargo shall report the information required in paragraphs (a)(1) through (a)(6) and (a)(10) through (19) of this section as prescribed by §160.T204 at least 4 hours before departing, unless this report was made within 2 hours after the barge's arrival.

(FR 10/04/01; CL 1999/01; FR 11/19/01;

FR 1/18/02; FR 08/19/02; FR 08/28/02) 6/03

**COAST PILOT 5                      30 Ed 2003                      Change No. 1  
LAST NM 2/03**

Page 241—Paragraph 293, lines 3 to 5; read:

Gulf to a turning basin at Tarpon Springs. In 1999-September 2002, the controlling depth was 7.4 feet (8.1 at midchannel) in the entrance channel to the turning basin, thence 6.0

to 8.9 feet in the ...

(CL 1924/02; BPs 179197-206)

6/03

Page 242—Paragraph 303, lines 7 to 8; read:

July 2002, the controlling depth was 3.5 feet (5.0 feet at mid-channel) to the basin with depths of 4.9 to 5.6 feet in the basin.

(CL 1750/02; BPs 178736-42)

6/03

Page 384—Paragraph 23, line 2; read:

95 feet over the waterway crosses Pine Island ...

(CL 1836/02)

6/03

Page 412—Paragraph 183, lines 4 to 5; read:

Anegado Channels, and the deep-draft anchorage are 40 and 38 feet respectively. San Antonio Channel, project depth 30 feet, ...

(44/02 CG7)

6/03

Page 412—Paragraph 183, lines 14 to 17; read:

basin are 40 feet. Graving Dock Channel and turning basin, S of Isla Grande, leads from Anegado Channel; project depths in Graving Dock Channel and turning basin are 36 feet. Puerto Nuevo Channel, project depth 39 feet, in the SE part of the harbor, ...

(44/02 CG7)

6/03

**COAST PILOT 5                      30 Ed 2003                      Change No. 2**

Page 61—Paragraph 575, line 2; read:

Commandant for Marine Safety, Security and Environmental Protection, ...

(FR 06/18/02)

6/03

Page 61—Paragraph 575, lines 6 to 11; read:

Radiotelephone Act and this part.

(33 CFR 26.08)

6/03

Page 61—Paragraph 577, line 2; read:

Coast Guard, Marine Safety, Security and Environmental Protection, 2100 ....

(FR 06/18/02)

6/03

Page 78—Paragraphs 1174 to 1175; strike out.

(CL 2108/02; FR 11/12/02)

6/03

Page 80—Paragraphs 1276 to 1277; strike out.

(CL 2133/02; FR 11/15/02)

6/03

Page 80—Paragraphs 1284 to 1285; strike out.

(CL 2132/02; FR 11/15/02)

6/03

Page 86—Paragraph 1551, line 6; read:

Safety, Security and Environmental Protection, U.S. Coast Guard, Washington, ...

(FR 06/18/02)

6/03

**COAST PILOT 5 (Continued)**

Page 88—Paragraph 1619, line 2; read:  
elemental when carried in bulk.

*Charterer* means the person or organization that contracts for the majority of the carrying capacity of a ship for the transportation of cargo to a stated port for a specified period. This includes “time charterers” and “voyage charterers”.

(FR 08/19/02) 6/03

Page 88—Paragraph 1629, line 4; read:  
country and that is not engaged in commercial service.

*Time charterer* means the party who hires a vessel for a specific amount of time. The owner and his crew manage the vessel, but the charterer selects the ports of destination.

*Voyage charterer* means the party who hires a vessel for a single voyage. The owner and his crew manage the vessel, but the charterer selects the ports of destination.

(FR 08/19/02) 6/03

Page 89—Paragraph 1669; read:

(iv) Passport number; and

(16) Name of the vessel’s charterer.

(FR 08/19/02) 6/03

Page 102—Paragraph 1998, line 9; read:

Coast Guard, Marine Environmental Protection Division (G-MWV), ...

(FR 06/18/02) 6/03

Page 115—Paragraph 2490, line 5; read:  
broadcast Notice to Mariners.

**§165.757 Safety Zones; Ports of Ponce, Tallaboa, and Guayanilla, Puerto Rico and Limetree Bay, St. Croix, U.S.V.I.**

(a) *Location*. The following areas are established as a safety zones during the specified conditions:

(1) *Port of Ponce, Puerto Rico*. A 100-yard radius surrounding all Liquefied Hazardous Gas (LHG) vessels with product aboard while transiting north of Latitude 17°57.0'N in the waters of the Caribbean Sea on approach to or departing from the Port of Ponce, Puerto Rico (NAD 83). The safety zone remains in effect until the LHG vessel is docked.

(2) *Port of Tallaboa, Puerto Rico*. A 100-yard radius surrounding all Liquefied Hazardous Gas (LHG) vessels with product aboard while transiting north of Latitude 17°56.0'N in the waters of the Caribbean Sea on approach to or departing from the Port of Tallaboa, Puerto Rico (NAD 83). The safety zone remains in effect until the LHG vessel is docked.

(3) *Port of Guayanilla, Puerto Rico*. A 100-yard radius surrounding all Liquefied Hazardous Gas (LHG) vessels around with product aboard while transiting north of Latitude 17°57.0'N in the waters of the Caribbean Sea on approach to or departing from the Port of Guayanilla, Puerto Rico (NAD 83). The safety zone remains in effect until the LHG vessel is docked.

(4) *Port of Limetree Bay, St. Croix, U.S.V.I* A 100-yard radius surrounding all Liquefied Hazardous Gas (LHG)

vessels with product aboard while transiting north of Latitude 17°39.0'N in the waters of the Caribbean Sea on approach to or departing from the Port of Limetree Bay, U.S.V.I. (NAD 83). The safety zone remains in effect until the LHG vessel is docked.

(b) *Regulations*. In accordance with the general regulations in §165.23 of this part, anchoring, mooring or transiting in these zones is prohibited unless authorized by the Coast Guard Captain of the Port. The Marine Safety Office San Juan will notify the maritime community of periods during which these safety zones will be in effect by providing advance notice of scheduled arrivals and departures on LHG carriers via a broadcast notice to mariners on VHF Marine Band Radio, Channel 16 (156.8 MHz).

(FR 09/27/02) 6/03

Page 118—Paragraph 2599, line 5; read:  
Broadcast Notice to Mariners.

**§165.809 Security Zones; Port of Port Lavaca-Point Comfort, Point Comfort, TX and Port of Corpus Christi Inner Harbor, Corpus Christi, TX.**

(a) *Location*. The following areas are designated as a security zone:

(1) *Port of Port Lavaca-Point Comfort*—all waters between the Dredge Island Bridge at 28°39'30"N., 96°34'20"W. and a line drawn between points 28°38'10"N., 96°33'15"W. and 28°38'10"N., 96°34'45"W. including the Point Comfort turning basin and the adjacent Alcoa Channel. These coordinates are based upon NAD 1983.

(2) *Port of Corpus Christi Inner Harbor*—all waters of the Corpus Christi Inner Harbor from the Inner Harbor Bridge (US HWY 181) to, and including the Viola Turning Basin.

(b) *Regulations*. (1) No recreational vessels, passenger vessels, or commercial fishing vessels may enter these security zones unless specifically authorized by the Captain of the Port Corpus Christi or his designated representative.

(2) Recreational vessels, passenger vessels and commercial fishing vessels requiring entry into these security zones must contact the Captain of the Port Corpus Christi or his designated representative. The Captain of the Port may be contacted via VHF Channel 16 or via telephone at (361) 888-3162 to seek permission to transit the area. If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port, Corpus Christi or his designated representative.

(3) Designated representatives include U.S. Coast Guard commissioned, warrant, and petty officers.

(c) *Authority*. In addition to 33 U.S.C. 1231, the authority for this section includes 33 U.S.C. 1226.

(FR 10/17/02) 6/03

**COAST PILOT 5                      30 Ed 2003                      Change No. 3**

Page 120—Paragraph 2658, line 7; read:  
navigation maintained by SPRR Bridge.

**§165.812 Security Zones: Lower Mississippi River,**

**COAST PILOT 5 (Continued)****Southwest Pass Sea Buoy to Mile Marker 96.0, New Orleans, LA.**

(a) *Location.* Within the Lower Mississippi River and Southwest Pass, moving security zones are established around all cruise ships between the Southwest Pass Entrance Lighted Buoy “SW”, at approximate position 28°52'42"N., 89°25'54"W. [NAD 83] and Lower Mississippi River mile marker 96.0 in New Orleans, Louisiana. These moving security zones encompass all waters within 500 yards of a cruise ship. These zones remain in effect during the entire transit of the vessel and continue while the cruise ship is moored or anchored.

(b) *Regulations.* (1) Entry of persons and vessels into these zones is prohibited unless authorized as follows.

(i) Vessels may enter within 500 yards but not closer than 100 feet of a cruise ship provided they operate at the minimum speed necessary to maintain a safe course.

(ii) No person or vessel may enter within 100 feet of a cruise ship unless expressly authorized by the Coast Guard Captain of the Port New Orleans or his designated representative.

(iii) Moored vessels or vessels anchored in a designated anchorage area are permitted to remain within 100 feet of a cruise ship while it is in transit.

(2) Vessels requiring entry within 500 yards of a cruise ship that cannot slow to the minimum speed necessary to maintain a safe course must request express permission to proceed from the Captain of the Port New Orleans or his designated representative.

(3) For the purpose of this rule the term “cruise ship” is defined as a passenger vessel over 100 gross tons, carrying more than 12 passengers for hire, making a voyage lasting more than 24 hours, any part of which is on high seas, and for which passengers are embarked or disembarked in the United States or its territories.

(4) The Captain of the Port New Orleans will inform the public of the moving security zones around cruise ships via Marine Safety Information Broadcasts.

(5) To request permission as required by these regulations contact “New Orleans Traffic” via VHF Channels 13/67 or via phone at (504) 589-2780 or (504) 589-6261.

(6) All persons and vessels within the moving security zones shall comply with the instructions of the Captain of the Port New Orleans and designated on-scene U.S. Coast Guard patrol personnel. On-scene U.S. Coast Guard patrol personnel include commissioned, warrant, and petty officers of the U.S. Coast Guard.

(c) *Authority.* In addition to 33 U.S.C. 1231, the authority for this section includes 33 U.S.C. 1226.

**\$165.813 Security Zones; Ports of Houston and Galveston, TX.**

(a) *Location.* Within the Ports of Houston and Galveston, Texas, moving security zones are established encompassing all waters with 500 yards of a cruise ship between Galveston Bay Approach Lighted Buoy “GB”, at approximate position 29°21'18"N., 94°37'36"W. [NAD 83] and up to, and including, Barbours Cut. These zones remain in effect during the inbound and outbound entire transit of the cruise ship and continues while the cruise ship is moored or anchored.

(b) *Regulations.* (1) Entry of vessels or persons into these zones is prohibited unless authorized as follows.

(i) Vessels may enter within 500 yards but not closer than 100 yards of a cruise ship provided they operate at the minimum speed necessary to maintain a safe course.

(ii) No person or vessel may enter within 100 yards of a cruise ship unless expressly authorized by the Coast Guard Captain of the Port Houston-Galveston. Where the Houston Ship Channel narrows to 400 feet or less between Houston Ship Channel Entrance Lighted Bell Buoy “18”, light list no. 34385 at approximately 29°21'06"N., 94°47'00"W. [NAD 83] and Barbours Cut, the Captain of the Port Houston-Galveston may permit vessels that must transit the navigable channel between these points to enter within 100 yards of a cruise ship.

(iii) Moored vessels or vessels anchored in a designated anchorage area are permitted to remain within 100 yards of a cruise ship while it is in transit.

(2) Vessels requiring entry within 500 yards of a cruise ship that cannot slow to the minimum speed necessary to maintain a safe course must request express permission to proceed from the Captain of the Port Houston-Galveston, or his designated representative.

(3) For the purpose of this section the term “cruise ship” is defined as a passenger vessel over 100 gross tons, carrying more than 12 passengers for hire, making a voyage lasting more than 24 hours, any part of which is on the high seas, and for which passengers are embarked or disembarked in the United States or its territories.

(4) The Captain of the Port Houston-Galveston will inform the public of the moving security zones around cruise ships via Marine Safety Information Broadcasts.

(5) To request permission as required by these regulations contact “Houston Traffic” via VHF Channels 11/12 or via phone at (713) 671-5103.

(6) All persons and vessels within the moving security zone shall comply with the instructions of the Captain of the Port Houston-Galveston and designated on-scene U.S. Coast Guard patrol personnel. On-scene U.S. Coast Guard patrol personnel include commissioned, warrant, and petty officers of the U.S. Coast Guard.

(c) *Authority.* In addition to 33 U.S.C. 1231, the authority for this section includes 33 U.S.C. 1226.

(FR 10/03/02; FR 10/17/02)

6/03

Page 163—Paragraph 4020; read:

(d) *Tortugas marine reserves.* The following activities are prohibited with the Tortugas marine reserves: Fishing for any species and anchoring by fishing vessels.

(1) *EEZ portion of Tortugas North.* The area is bounded by rhumb lines connecting the following points: From point A at 24°40'00"N., 83°06'00"W. to point B at 24°46'00"N., 83°06'00"W. to point C at 24°46'00"N., 83°00'00"W.; thence along the line denoting the seaward limit of Florida's waters, as shown on the current edition of NOAA chart 11438, to point A at 24°40'00"N., 83°06'00"W.

(2) *Tortugas South.* The area is bounded by rhumb lines connecting, in order, the following points:

**COAST PILOT 5 (Continued)**

| Point | North lat. | West long. |
|-------|------------|------------|
| A     | 24°33'00"  | 83°09'00"  |
| B     | 24°33'00"  | 83°05'00"  |
| C     | 24°18'00"  | 83°05'00"  |
| D     | 24°18'00"  | 83°09'00"  |
| A     | 24°33'00"  | 83°09'00"  |

(FR 7/19/02)

6/03

Page 279—Paragraph 270; read:

About 1.1 miles W of Shallow Point, overhead power cables crossing the seaway have a minimum clearance of 81 feet. An overhead power cable about 4.5 miles W of Shallow Point has a clearance of 80 feet.

(CL 2133/02; FR 11/15/02)

6/03

Page 321—Paragraph 125, line 6; read:

Corps of Engineers. In April-October 2002, the controlling depth ...

(50/02 CG8; DDs 3560-64)

6/03

Page 397—Paragraph 275, lines 2 to 6; read:

landcuts and through **Bayou Milhomme**. Continuing N, the route is through **Bayou Long** and **Belle River** to **L.R. Mile 23.8** where State Route 70 pontoon bridge crosses the waterway. (See **117.1 through 117.59 and 117.424**, chapter 2, for ...

(CL 2108/02; FR 11/12/02)

6/03

**COAST PILOT 6                      32 Ed 2002                      Change No. 22**  
**LAST NM 3/03**

Page 365—Paragraph 294, line 6; read:

Point and the Duluth Ship Canal bridge (Duluth Aerial Lift bridge) are also prominent.

(CL 2176/02)

6/03

Page 370—Paragraph 309, lines 3 to 4; read:

of the piers are marked by lights; a fog signal is at the S light.

**Duluth Harbor Basin Traffic Lighted Buoy**, ...

(NOS/02)

6/03

Page 371—Paragraph 322; read:

A Lighted Current Meter has been installed on the Duluth Ship Canal bridge (Duluth Aerial Lift bridge) structure.

| Light Codes    | Directions       | Current<br>(Speeds in MPH) |
|----------------|------------------|----------------------------|
| Yellow         | inbound/outbound | less than 1.0              |
| Steady Red     | inbound          | 1.0 - 3.0                  |
| Flashing Red   | inbound          | greater than 3.0           |
| Steady Green   | outbound         | 1.0 - 3.0                  |
| Flashing Green | outbound         | greater than 3.0           |

(CL 2176/02)

6/03

Page 371—Paragraph 329, lines 1 to 10; read:

**Towage.**—Tugs to 1,250 hp are available from Great Lakes Towing Co., and Zenith Tugboat Co. Arrangements for the Great Lakes Towing Co. tugs are made through the dispatcher in Cleveland at 800-321-3663 or on VHF-FM channels 16, 10, 12, and 18A via remote antenna; at least 3 hours advance notice is requested. The tugs' VHF-FM channels include 16, 6, 12, 14, and 18A. Arrangements for the Zenith Tugboat Co. tugs can be made by calling 218-722-1702. Vessels are usually met inside the harbor, ...

(CL 2176/02)

6/03

**COAST PILOT 6                      32 Ed 2002                      Change No. 23**

Page 44—Paragraph 396 to Page 45—Paragraph 471; read:

**§117.391 Chicago River.**

The draws of the bridges operated by the City of Chicago over the Main Branch of Chicago River, the bridges on the North Branch of Chicago River from the Main Branch to North Halsted Street, mile 2.65, and bridges on the South Branch of Chicago River from the Main Branch to South Ashland Avenue, mile 4.47, shall operate as follows:

(a) For commercial vessels, all bridges shall open on signal if at least 12-hours advance notice is provided to the Chicago City Bridge Desk prior to the intended time of passage; except that, from Monday through Friday between the hours of 7 a.m. and 9:30 a.m., and between the hours of 4 p.m. and 6:30 p.m., except for Federal holidays, the draws need not open for the passage of vessels.

(b) For recreational vessels:

(1) From April 1 through November 30—

(i) The draws shall be scheduled to open, before 1 p.m., twice on Saturdays and twice on Sundays if requests for passage have been received at least 20 hours in advance. If the bridges have been authorized to remain closed for portions of a Saturday or Sunday to accommodate special events, openings shall be scheduled after 1 p.m. as necessary to provide two openings per day.

(ii) The draws shall open on Monday and Friday, after 6:30 p.m. Each opening requires notice that has been given at least 6 hours in advance of a vessel's requested time of passage.

(iii) The draws shall open on Wednesdays at 10 a.m., or as soon thereafter as practical, if a request for passage has been given at least 20 hours in advance.

(iv) The draws shall open at times in addition to those listed in paragraphs (b)(1)(i) through (b)(1)(iii) of this section, after notice has been given at least 20 hours in advance requesting passage for a flotilla of at least five vessels. However, the bridges need not open Monday through Friday from 7 a.m. to 9:30 a.m., and 4 p.m. to 6:30 p.m., except for Federal holidays.

(2) From December 1 through March 31, the draws

**COAST PILOT 6 (Continued)**

shall open on signal if at least 48 hours notice is given. However, the bridges need not open Monday through Friday from 7 a.m. to 9:30 a.m., and 4 p.m. to 6:30 p.m., except for Federal holidays.

(c) The following bridges need not be opened for the passage of vessels: The draws of South Damen Avenue, mile 6.14, over South Branch of Chicago River; all highway drawbridges between South Western Avenue, mile 6.7, and Willow Springs Road, mile 19.4, over Chicago Sanitary and Ship Canal; North Halsted Street, mile 2.85, and Division Street, mile 2.99, over North Branch Canal of Chicago River; and Division Street, mile 3.30, North Avenue, mile 3.81, Cortland Avenue, mile 4.48, Webster Avenue, mile 4.85, North Ashland Avenue, mile 4.90, and Union Pacific Railroad, mile 5.01, over North Branch of Chicago River.

(33 CFR 117.391; FR 5/10/02) 6/03

Page 45—Paragraph 479, line 1; read:

(b) The draw of the Union Pacific railroad ...  
(33 CFR 117.393) 6/03

Page 58—Paragraph 925, line 2; read:  
elemental when carried in bulk.

*Charterer* means the person or organization that contracts for the majority of the carrying capacity of a ship for the transportation of cargo to a stated port for a specified period. This includes “time charterers” and “voyage charterers”.

(FR 08/19/02) 6/03

Page 58—Paragraph 936, line 4; read:  
foreign country and that is not engaged in commercial service.

*Time charterer* means the party who hires a vessel for a specific amount of time. The owner and his crew manage the vessel, but the charterer selects the ports of destination.

*Voyage charterer* means the party who hires a vessel for a single voyage. The owner and his crew manage the vessel, but the charterer selects the ports of destination.

(FR 08/19/02) 6/03

Page 59—Paragraph 976; read:

(iv) Passport number; and  
(16) Name of the vessel’s charterer.  
(FR 08/19/02) 6/03

Page 59—Paragraph 1022; read:

(iv) Passport number.  
(20) Name of vessel’s charterer.  
(FR 8/19/02) 6/03

Page 72—Paragraph 1408, lines 8 to 10; read:  
Capitol Street, NW., Suite 700, Washington, DC, and at the Office of Vessel Traffic Management (G-MWV), Coast Guard Headquarters, 2100 Second Street, SW., Washington,

...

(33 CFR 164.03) 6/03

Page 82—Paragraphs 1815 to 1820; strike out.

(33 CFR 165) 6/03

Page 106—Paragraph 2470; read:

(ii) Waters of the State of Florida within the boundaries of the Florida Keys National Marine Sanctuary as delineated on a map of the Sanctuary at <http://www.fknms.nos.noaa.gov/>.

(40 CFR 140.4) 6/03

Page 107—Paragraph 2490, lines 3 to 4; read:

address: Commandant (G-MW-1), 2100 Second Street SW., Washington, DC 20593-0001, Attn: Director, Great Lakes Pilotage.

(FR 9/30/02) 6/03

**COAST PILOT 6      32 Ed 2002      Change No. 24**

Page 268—Paragraph 316 to Paragraph 317, line 3; read:

In April 2002, the controlling depths were 19.2 feet (21.0 feet midchannel) in the entrance and through the outer basin to Lake Macatawa (except for shoaling to 15.6 feet along the N edge of the channel in the outer basin); thence in October-November 2002, the controlling depths were 19.0 feet (20.7 feet at midchannel) to Superior Point, thence 16.3 feet (19.4 feet at midchannel) to just above the turning basin, with 16.1 to 18.0 feet in the basin, thence 13.9 feet (16.9 feet at midchannel) to the head of the Federal project.

A dredged settling basin extends 900 feet upstream from the upper limit of the project in Macatawa River. In November 2002, the basin had depths of 4.0 to 7.6 feet. Dredging disposal areas ...

(DD 2932; DDs 3698-3705) 6/03

Page 273—Paragraph 345, lines 4 to 7; read:

lights. In September 2002, the controlling depths were 11.7 feet (13 feet at midchannel) in the entrance channel and between the piers to the South Haven Municipal Marina, thence 6.9 feet (12.2 feet at midchannel) to the head of the project just below the Dyckman Avenue ...

(DDs 3706-07) 6/03

Page 359—Paragraph 165, line 6; read:

by buoys, leads for 4 miles through the upper part of ...  
(38/02 CG9) 6/03

Page 374—Paragraph 379, line 5; read:

May 2002, the controlling depth was 5.1 feet (7 feet at midchannel) ...

(DD 3708) 6/03

**COAST PILOT 9                      20 Ed 2002                      Change No. 10  
LAST NM 3/03**

Page 116—Paragraph 567; read:

**Weather, Whittier and vicinity.**—Whittier, is a town located at the SW end of Passage Canal. It is surrounded by snow-capped mountains and glaciers. Its location in the fjord accounts for weather that is common to both the coastal mountains and the open coast. Portage pass is a natural venturi, which accelerates natural wind passing through. In January, mean temperature ranges from 19°F (-7.2°C) to 30°F (-1.1°C) with 14.3 inches of precipitation, less than half of which is snow. In July, the mean temperature is 49°F (9.4°C) to 62°F (16.7°C) with about 12.5 inches of rain.

The annual snowfall is estimated at about 500 inches (12.7 m) in Whittier with accumulations of 12 feet (3.7 m) during February and March. Avalanches are known to cause major problems in the port by damaging railway equipment and port facilities. Also, a portion of the S shore of Passage Canal is exposed to surge waves generated by avalanches occurring on the N shore.

Generally, winds in Whittier flow from Portage Pass out Passage Canal (SSW) or the opposite direction (NNE). The wind vector with the greatest impact on Whittier is the S wind which blows off the Whittier Glacier. Such a wind may blow in the 30 to 40 m.p.h. range for considerably long periods.

**Ice.**—Whittier is a year round ice-free port.

(CL 6/2003)

6/03

Page 118—Paragraphs 576-577; read:

**Alaska Railroad Wharf:** In 2002, it was reported that the wharf was in ruin and no longer in use by ships. The railroad car barge facility at the NE end of the wharf is still in use. The wharf is owned by the Alaska Railroad.

**CIRI Dock:** Seasonal floating pier for tour boats, located just SW of the Alaska Railroad Wharf. The facility is owned by Cook Inlet Region Inc. and operated by Prince William Sound Cruises and Tours.

(CL 2079/02)

6/03

Page 118—Paragraph 578, line 2; read:

and CIRI Dock. The approach channel to the terminal ...

(CL 2079/02)

6/03

Page 126—Paragraph 726, line 1; read:

The waters of both shorelines of the Knight Passage are characterized by rocky and exceedingly broken bottom. Differences of 50 fathoms between adjacent soundings are not uncommon. As a measure of safety, deep-draft vessels should avoid areas where abrupt changes are indicated by the chart to depths less than 50 fathoms. The depths in the passage range from 40 to 400 fathoms.

(CL 2335/02)

6/03

Page 164—Paragraph 1389, line 7; read:

through a voice response system at 866-257-6787. It is reported ...

(CL 2079/02)

6/03

Page 236—Paragraph 598, line 3; read:

their sides, submerge, be extinguished or off station. Also, vessels entering on the flood tide can be expected to set towards Kaslokan Point.

(CL 2335/02)

6/03

Page 236—Paragraph 612, lines 4 to 5; read:

Cold Bay. In N weather, comfortable ...

(CL 2335/02)

6/03

**COAST PILOT 9                      20 Ed 2002                      Change No. 11**

Page 44—Paragraph 244, line 2; read:

elemental when carried in bulk.

*Charterer* means the person or organization that contracts for the majority of the carrying capacity of a ship for the transportation of cargo to a stated port for a specified period. This includes “time charterers” and “voyage charterers”.

(FR 08/19/02)

6/03

Page 44—Paragraph 254, line 4; read:

country and that is not engaged in commercial service.

*Time charterer* means the party who hires a vessel for a specific amount of time. The owner and his crew manage the vessel, but the charterer selects the ports of destination.

*Voyage charterer* means the party who hires a vessel for a single voyage. The owner and his crew manage the vessel, but the charterer selects the ports of destination.

(FR 08/19/02)

6/03

Page 45—Paragraph 283; read:

(13) Location or position of the vessel at the time of the report;

(14) A list of crewmembers onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality;

(iv) Passport number or mariners document number; and

(v) Position or duties on the vessel;

(15) A list of persons in addition to the crew onboard the vessel. The list must include the following information for each person:

(i) Full name;

(ii) Date of birth;

(iii) Nationality; and

(iv) Passport number; and

(16) Name of the vessel's charterer.

(d) You may submit a copy of INS Form I-418 to meet the requirements of paragraphs (c)(14) and (c)(15) of this section.

(e)(1) Any changes to the information required by paragraphs (c) or (h) of this section must be reported as soon as practicable but no less than 24 hours before entering the port of destination.

(2) Any changes to the arrival time or the departure time in a submitted notice of arrival (NOA) that are less than six (6) hours need not be reported.

**COAST PILOT 9 (Continued)**

(3) When reporting changes, only report specific items to be corrected in the submitted NOA report. Do not resubmit the entire NOA report.

(f) International Safety Management (ISM) Code (Chapter IX of SOLAS) Notice. If you are the owner, agent, master, operator, or person in charge of a vessel that is 500 gross tons or more and engaged on a foreign voyage to the United States, you must provide the ISM Code notice described in paragraph (g) as follows:

(1) ISM Code notice beginning January 26, 1998, if your vessel is—a passenger vessel carrying more than 12 passengers, a tank vessel, a bulk freight vessel, or a high-speed freight vessel.

(2) ISM Code notice beginning January 1, 2002, if your vessel is—a freight vessel not listed in paragraph (f)(1) of this section or a self-propelled mobile offshore drilling unit (MODU).

(g) ISM Code notice includes the following:

(1) The date of issuance for the company's Document of Compliance certificate that covers the vessel.

(2) The date of issuance for the vessel's Safety Management Certificate, and,

(3) The name of the Flag Administration, or the recognized organization(s) representing the vessel flag administration, that issued those certificates.

(h) Any vessel planning to enter two or more consecutive ports or places in the United States during a single voyage may submit one consolidated Notification of Arrival at least 96 hours before entering the port or place of destination. The consolidated notice must include the port name and estimated arrival date for each destination of the voyage. Any vessel submitting a consolidated notice under this section must still meet the requirements of paragraph (e) of this section concerning changes to required information.

(FR 10/04/01; FR 01/18/02; FR 08/19/02) 6/03

Page 116—Paragraph 551, lines 3 to 4; read:

These waters are characterized by rocky and exceedingly ...  
(CL 2335/02) 6/03



| West Coast of Mexico—Time Zones                      |               |  |
|--|---------------|--|
| Location   | Standard Time | Daylight Savings Time  |
| All states except those listed below                 | SIERRA (+6)   | ROMEO (+5)<br>Maintained from the first Sunday in April until the last Sunday in October.  |
| Baja California Sur, Nayarit, Sinaloa, and Chihuahua | TANGO (+7)    | SIERRA (+6)<br>Maintained from the first Sunday in April until the last Sunday in October. |
| Baja California Norte                                | UNIFORM (+8)  | TANGO (+7)<br>Maintained from the first Sunday in April until the last Sunday in October.  |
| Sonora   | TANGO (+7)    | Not observed.  |

| East Coast of Russia—Time Zones |                                  |               |                       |
|---------------------------------|----------------------------------|---------------|-----------------------|
| Zone                            | City                             | Standard Time | Daylight Savings Time |
| 8                               | Vladivostok, Khabarovsk, Okhotsk | KILO (-10)    | LIMA (-11)            |
| 9                               | Magadan, Yuzhno                  | LIMA (-11)    | MIKE (-12)            |
| 10                              | Petropavlovsk, Pevek             | MIKE (-12)    | XRAY (-13)            |

| Eastern Canada—Time Zones  |               |  |
|--|---------------|--|
| Location   | Standard Time | Daylight Savings Time  |
| Newfoundland (except Labrador)   | +3 ½          | +2 ½<br>Maintained from the first Sunday in April until the Saturday before the last Sunday in October.        |
| Atlantic Zone—New Brunswick, Nova Scotia, Anticosti E of 63°W, and Labrador                          | QUEBEC (+4)   | PAPA (+3)<br>Maintained from the first Sunday in April until the Saturday before the last Sunday in October.   |
| Atlantic Zone—Eastern Quebec   | QUEBEC (+4)   | Not observed.  |
| Eastern Zone—Eastern Northwest Territories, eastern Ontario, western Quebec, and Anticosti W of 63°W | ROMEO (+5)    | QUEBEC (+4)<br>Maintained from the first Sunday in April until the Saturday before the last Sunday in October. |
| Eastern Zone—Nunavut and western Ontario   | ROMEO (+5)    | Not observed.  |
| Central Zone—Manitoba and central Northwest Territories  | SIERRA (+6)   | ROMEO (+5)<br>Maintained from the first Sunday in April until the Saturday before the last Sunday in October.  |